

RE: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

From: "Bilodeau-Fortin, Geoffroy" <geoffroy.bilodeau-fortin@fin.gc.ca>
To: "Capeluck, Evan" <evan.capeluck@fin.gc.ca>
Date: Wed, 09 Feb 2022 22:06:15 +0000

Sounds good, let me know when you're online and we can have a quick call tomorrow. I should be online around 7:30 myself

From: Capeluck, Evan <Evan.Capeluck@fin.gc.ca>
Sent: Wednesday, February 9, 2022 5:03 PM
To: Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>
Subject: RE: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

Perfect, thanks for the background info. I'll try to get an early start tomorrow too. Maybe we can have a call in the morning to touch base?

BTW, I found really good U.S. data on inbound border crossings at all Canada-U.S. land borders for trucks, cars, busses, rail, etc. It might help provide a sense of scale. See the table below.

Inbound Truck Traffic at Selected Canada-U.S. Borders, 2021

	000s	% total
Windsor-Detroit	1,399	25.1
Coutts-Sweetgrass	152	2.7
Sarnia-Port Huron	850	15.3
Other Border Crossings	3,169	56.9
Total	5,570	100.0

Source: [Border Crossing/Entry Data](#) | Bureau of Transportation Statistics ([bts.gov](#))

From: Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>
Sent: Wednesday, February 9, 2022 4:55 PM
To: Capeluck, Evan <Evan.Capeluck@fin.gc.ca>
Subject: RE: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

Here's a link to the doc, I'm busy tonight and have to log off around 5:30, but I'll get on this tomorrow AM early.

<https://sharepoint.fin.gc.ca/POLI/EF/ Documents/Economic%20Monitoring/Backgrounder%20-%20Ambassador%20Bridge%20Blockade.docx?web=1>

Below is what Julie had in mind and attached is a useful fact sheet from TC. Feel free to move things around

I would do just a two-pager to provide an update on:

- 1) The situation (with some key factoids on importance of crossings): two major border blockades, one in Coutts, but with limited impacts given one lane of traffic was allowed in each direction although has deteriorated today, and one related to the Ambassador bridge, a large artery with potentially more impact. Another blockade at Blue Water Bridge, not in the top 10 crossings but given its 2 hours from Ambassador Bridge, I guess they are trying to compromise potential diversion.

<https://www.thetimesherald.com/story/news/2022/02/09/truckers-blue-water-bridge-backup-protest-canada-border-sarnia-port-huron/6719169001/>

That's useful: [Border wait times: United States to Canada \(cbsa-asfc.gc.ca\)](https://www.cbsa-asfc.gc.ca/bwt/bwt.html)

- 2) Potential channels of economic impacts (no figures I think, mainly narrative is sufficient): Trade flows by trucks between CA/US disrupted/delayed at some crossings. Will only translate into weaker GDP growth in 2022Q1 if goods production is slowed in response (starting to see some reports for the auto sector); generally, weaker trade flows will be offset by higher inventory levels, which will be then drawn down once blockades are lifted and backlogs are cleared. Transportation GDP could be impacted but impacts likely small given transporters will divert some traffic to other crossings/use other modes of transport.

We could also note that protests in Ottawa, and other provincial capitals, while very disruptive locally, not going to translate into material impacts at national levels (small areas, various mitigations, higher public spending, etc.)

From: Capeluck, Evan <Evan.Capeluck@fin.gc.ca>

Sent: Wednesday, February 9, 2022 4:51 PM

To: Bilodeau-Fortin, Geoffroy <Geoffroy.Bilodeau-Fortin@fin.gc.ca>

Subject: FW: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

I'll back you up on this one. Have you already started a doc?

From: Lee, Frank <Frank.Lee@fin.gc.ca>

Sent: Wednesday, February 9, 2022 3:47 PM

To: Capeluck, Evan <Evan.Capeluck@fin.gc.ca>

Subject: FW: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

Hi Evan

Do you think you could help out? Houji is occupied with the yield curve today, possibly tomorrow as well.

From: Torgunrud, Brian <Brian.Torgunrud@fin.gc.ca>

Sent: Wednesday, February 9, 2022 3:07 PM

To: Turcotte, Julie <Julie.Turcotte@fin.gc.ca>

Cc: Lee, Frank <Frank.Lee@fin.gc.ca>

Subject: Re: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

Geoffroy is hopefully coming toward the end of the investment deck so could get him on it. Would Houji or someone from your group be able to help, Frank?

On Feb 9, 2022, at 2:58 PM, Turcotte, Julie <Julie.Turcotte@fin.gc.ca> wrote:

Yep, now on Rhys's radar as well...

So who could work on that? Probably need a one-pager with fact sheets/channels of impacts. I will connect with Christian at Transport to see if they have done anything.

From: Communications / Communications (FIN) <fincomm@fin.gc.ca>

Sent: Wednesday, February 9, 2022 2:23 PM

Subject: Ontario auto plants, including Ford and Stellantis, reduce production due to Ambassador Bridge blockade (Toronto Star)

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February 9, 2022

[Toronto Star](#)

by: Jacob Lorinc

Several automotive assembly plants have reduced production and sent workers home due to ongoing blockades by protesters at the Ambassador Bridge that connects Windsor, Ont., with the United States.

Ford Motor Company reduced production at its Oakville Assembly Plant by 50 per cent on Tuesday as suppliers faced hours-long delays transporting auto parts across the border, according to the plant's union.

Mark Sciberras, president of Unifor Local 707, says workers at the assembly plant were told their shifts would be reduced from eight to four hours per day due to the supply shortage.

Stellantis, a multinational auto-manufacturing company, also sent home 5,000 workers from its Windsor Assembly Plant on Tuesday citing "parts shortages."

"Our plant ran short hours yesterday and is running short hours today as well," said Sciberras.

The Oakville Assembly Plant employs roughly 3,000 workers.

The Automotive Parts Manufacturers' Association says there are likely several more plants reducing capacity as a result of the blockade.

"I'm talking to plenty of members who've said they'll have to slow down or shut down their operations today, because this is affecting production," said Flavio Volpe, APMA President on Wednesday.

"Car manufacturers on both sides of the border are having a tough time getting volume."

About \$400 million in trade flows across the Ambassador Bridge every day. \$100 million of that commerce is for the auto industry, said Volpe.

Most manufacturers function under a just-in-time delivery model that leaves enough parts only for a day or two before production is affected, said Volpe.

Protesters occupied the bridge over the weekend in a show of support for the trucker protest in Ottawa.

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